Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **707** **Const Calendar Day:** 150 **Date:** **01-Nov-2012** **Thursday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Intermittent
Shift Hours: 07:00 am 03:30 pm **Break:** 00:30 **Over Time:**
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 60 - 70 **4PM** 60 - 70
Precipitation 0.22" **Condition** Rain before 7AM to overcast to mostly sunny

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Attended weekly SAS Safety Tailgate and staff meeting at 8:00am.

- Took measurements with a plumb bob, tape, and a spirit level attached to a straight edge of the traffic envelope or vertical and horizontal clearance of the traveled roadway at panel point 98 along both the E and W-Lines. Had to gather the tools in order to perform the measurements above and devise this technique before exploring other measuring options. See photos below for more details on the measurements taken. The technique to measure the horizontal and vertical clearance was as follows:

1.) Clamp and level the spirit bubble attached to the straight edge to the stanchion or handrope post as seen in the photo below.

2.) Lower the plumb bob attached to the straight edge through the catwalk to the OBG top deck plate ensuring that the stringline is not bound by the catwalk.

3.) Use a tape to measure the horizontal distance between the stanchion post and the string. Perform the same measurement from the tip of the plumb bob to the barrier face. Check the measurement at the top to ensure that the string didn't move on the straight edge while measuring at the deck level.

4.) Measure the distance between the bottom of the stanchion post to the straight edge. Then measure down from this point to the top of the OBG.

It should be noted that the measurements taken today closely match the values taken yesterday with the total station. Below are the raw measurements in millimeters taken with the simple tools mentioned above:

VERTICAL DISTANCE

PP98	OBG steel to straight edge		Bottom of post to straight edge	OBG steel to Bottom of post
E-Line	5572	-	735	= 4837 - (50 Overlay) = 4787
W-Line	5415	-	742	= 4673 - (50 Overlay) = 4623

Daily Diary Report by Bid Item

Job Name: 04-0120F4 **Inspector Name** Bruce, Matt **Diary #:** 707 **Date:** 01-Nov-2012 Thursday

HORIZONTAL DISTANCE

PP98	Bottom of post to stringline		Barrier to plumb bob tip	Offset distance
E-Line	353	-	522	169 into traffic
W-Line	370	-	410	40 into traffic

- Continued to process, analyze, and perform calculations from yesterdays survey to define the horizontal and vertical clearance of the traffic envelope at panel point 98 with the total station. Also did the same task for the measurements taken with the plumb bob, tape, and torpedo level.

- Emailed the results of the traffic envelope measurements to Warren, Brian, and Roman.

Attachment

Horizontal measurement from the stanchion or handrope post to define the horizontal offset from this elevation.

The straight edge with a spirit level and plumb-bob attached to the end at panel point 98 along the E-Line.

Horizontal measurement from the barrier to define the horizontal offset from the traveled roadway at panel point 98 along the E-Line.